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Future Triumphs of Electricity. [Demorest's monthly.]

The most ambitious project yet broached for employing electricity as a aniversal motor is at present under consideration at Quebec. It has its origin in the successful use already made of Montmorency falls as the source of power for lighting Dufferin terrace by electricity. It is now proposed to put the famous water-fall at work not only to run a short electric railway, but to furnish electric power superseding steam in all the factories and workshops of

The utilization of natural water-falls for this purpose is already known to be entirely practicable. One of the first electric railways built as a business enterprise was that at Portrush, opened by Lord Spencer some years ago. It derived its energy from a neighboring water fall. Near Grenoble a similar experiment was made, the water-fall being made to work a printing-press, a sand-mill, and other machinery in the city. These, however, were small affairs compared with the scheme now pro-posed in Quebec. Should that be successful, great water-falls would acquire a value besides that of their picturesqueness, and the practical man would no longer lose his enjoyment of their beauty in his regret over the amount of power allowed to go to waste.

Some other very interesting experiments in the use of electricity as a motor are soon to be practically tested. In New York city experiments are under way to use electricity instead of steam on the elevated roads. What is called the Daft motor is to be employed. Philadelphia expects to have an electric railway under operation within a very short period. Electric railways have been established for years, on a small scale, in Germany, Austria, Belgium, and elsewhere, and electric omnibuses and boats have been used in Paris and Vienna. Toronto, also, put in operation last month an electric railway about a mile long, to carry passengers to and from the neighboring fair grounds. But the question of questions still to be solved is the cost of electricity compared with steam.

Dentistry of the Primitive Sort. [Boston Globe.]

Some of the more primitive methods of extracting teeth are worthy of mention. One was to attack one end of a stout string to the offending tooth, the other end to the handle of a half-opened door, and then suddenly close the door. The same object was sometimes attained by fastening the string to a window-sill, and then jumping out of the window. How high a window should be from the ground to perform this operation satisfactorily is not stated, though this is a question of but little moment to a man suffering with a raging toothache.

Early in the present century dentists traveled from town to town, provided with a tumkey, a scraper, and some kind of dentifrice. The latter commonly contained acids, which not only removed the tartar from teeth, but destroyed their enamel. As one of Boston's most prominent dentists expressed "To use such a preparation is like setting a barn afire to kill the rats." In destroying exposed nerves a hot iron was used in place of steptics. A small nerve in the ear, connected with a network of nerves, extending to the median line, was sometimes destroyed with a hot iron to prevent toothache. In other words, the burning of that little nerve precluded the possibility of toothache on one side of the face. This was not a general custom, though the operation is known to have been quite frequently performed in Massachusetts.

The Prospective Cocaine Supply.

[Cincinnati Enquirer.] It is difficult to state where the best varieties of the coca leaf may be obtained. The plant flourishes throughout the extent of the Andean plateau, from Ecuador to far south in Bolivia. In Peru it grows exurberantly in the far interior. from 250 to 500 miles from the Pacific coast. Back of Truyillo, in the north of Peru, toward the river Maranon, a very excellent quality is found, but, just now, in that district, as well as in the others of Peru, it is of difficult exportation, owing to the still unsettled condition of political affairs, the heavy rains prevailing in those sections and the limited means of transportation available.

The current value of the coca leaves at Lima and at Callao may be fixed at 30 cents, gold, per pound. The usual mode of packing for transportation is in hides, forming what, in commercial parlance, is termed "ceroons," but the article from the Maranon, to which I refer particularly, comes to hand in small packages covered with corn husks. Manufacturers speak highly of this quality of oca.

Adbertisements.

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STEAMER LIKELIKE,

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Leaves Honoldiu every Monday at P. M for *Kaunakakai, Kahului, Huelo. Hana and Kipanulu, every week; Keanae, Mokulau and Nuu every other week. Returning, will stop at the above ports, arriving back Saturday mornings. * For mails and passengers only.

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STEAMER LEHUA,

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Monday at 5 p. m .: Commencing May 16th-To Kaunakakai, Kamale, Pukoo, Lahaina, Olowalu. Returning to Lahaina, Pukoo, Kamalo, Kaunakakai. Arriving at Honolulu Saturday a. m. Commencing May 9th—To Kaunakakai, Lanai, Kamalo, Pukoo, Halawa, Wailau, Pelekunu, Kalaupapa. Returning to Pukoo, Lahaina, Olo-

Arriving at Honolulu Saturday a, m. The Company will not be responsible for any freight or packages unless receipted for, nor for personal baggage unless plainly marked. Not esponsible for money or jewelry unless placed in harge of the Purser.

walu, Lahaina, Pukoo, Kamalo, Kaunakakai.

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S. B. ROSE, Secretary. 55-1y Mar 30

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M. THOMPSON,

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ten opinion, as to the probable result of the contention upon the facts stated 44tf J. M. MONSARRAT.

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